

An Appalling Steamboat Disaster.

FEARFUL LOSS OF LIFE.

Steamer Atlantic Wrecked.

Great Loss of Life—Capt. Dustin Dead—Suffering of the Survivors.

From the N. Y. Com. Advertiser of Saturday.

The First inkling of lamentable news received here last night, by the Long Island Railroad train, which brought intelligence that the new and elegant steamer *Atlantic* was ashore on Fisher's Island, nearly opposite New London in the Sound. An extra from the New London News Office, dated on Thursday afternoon says:

At 10 o'clock this morning the *Atlantic* came down from Allyn's Point, and had great difficulty in landing on account of the violence of the gale. After landing she started for New York.

The *Mohegan*, due here at 3 o'clock, arrived at 8 this morning, having anchored several hours under Charles Island.

Early this morning it was rumored that a steamer was ashore on Fisher's Island, opposite North Hill, and not far from the South Dumpling, and by the aid of glasses it was ascertained to be the *Atlantic*. As soon as the *Mohegan* arrived, Capt. Van Pelt determined to attempt to relieve her. The M. has just returned (at 1 P.M.) and reports the *Atlantic* to be at anchor about a quarter of a mile from the shore, and apparently riding with ease.

Hersmoke pipes and paddle boxes were gone, supposed to have been removed to prevent the action of the wind from driving her ashore. The *Mohegan*, owing to the violence of the gale, could hold no communication with those on board, and could learn no facts in relation to her getting into such a situation.

It is supposed, from the position she was first seen in, that she had made some progress up the Sound, when some part of her machinery breaking she was compelled to anchor, and the fierceness of the gale drove her on a lee shore.

On Friday steamer *New Haven* came down from Allyn's Point to New London for the purpose of going to the relief of the *Atlantic*, but the weather was so boisterous that the attempt was abandoned.

During the course of the evening, the steamer Massachusetts, from Stonington, arrived here, and reported that the *Atlantic* was a total wreck, nothing being left but the wheel-house and engine, which were washed ashore above high water mark. The Massachusetts passed the *Atlantic* on Thursday afternoon, at a distance of about three quarters of a mile, at which time her smoke pipes were down, and she appeared to be aground and dragging; but the wind was so high, and the sea so rough, the captain of the Massachusetts dared not go any closer to her.

On the return, the Massachusetts passed within half a mile of the wreck, near enough for those on board to see persons on the shore, supposed to be a part of the passengers, but the gale was still so violent as to forbid any nearer approach.

These accounts, vague as they were, prepared the public mind for a tale of disaster which has been more than realized this morning. By the Long Island rail road this morning the following extra was received from the office of the New London News:

Our worst fears are more than realized. The awful gale of Thursday, the 26th, which we gave an account of in our paper this morning, and in which the splendid steamer *Atlantic* was driven ashore, has brought sorrow and sadness to many hearts.

This day, at half past 2 o'clock, the steamer *Mohegan* returned from the scene of the wreck, where she went this morning about 8 o'clock. She has brought up TWENTY-TWO DEAD BODIES.

As was previously surmised, a part of the *Atlantic*'s machinery gave out on Thursday night—the steam box burst shortly after she left New London, being wrench'd apart by the heavy sea; and letting go her anchor, she drifted to within a quarter of a mile of Fisher's Island shore—where she was riding at anchor when the *Mohegan* went down to her on Thursday noon.

This (Friday) morning, at 4½ o'clock, she went ashore, and has gone entirely to pieces.

The persons who lost their lives did so in attempting to get ashore.

FEARFUL SUCESSES IN FRANCE.

Hundreds of Lives Lost.

It has already been stated in our column that for a number of days preceding the 19th of October, rain fell in torrents in many parts of France, and particularly in the valley of the Loire. On the afternoon of that day, the river and its tributaries began to rise, and in the course of a few hours, the inundation was most awful. Property to the extent of millions of francs was destroyed—thousands of cattle perished—and hundreds of human lives lost. Whole hamlets were swept away, and several villages were completely submerged. The Paris correspondent of the Boston Atlas says "that the large cities of Nantes and Blois—of Tours, Orleans, and Nevers, were, in many parts of them, under water, and such injury was done to property, that millions of dollars cannot repair it; and such a loss of life was there that all the valley is in mourning. A diligence with eleven passengers, ten men and one woman, left Paris on its way to Paris. It was obliged to cross the Loire. The people on the bridge, who were watching the rapid rise of the river, warned them not to proceed, as the causeway beyond was already under water, but an inspector, one of the passengers, said that he had come over that very piece of road two hours before, and it was perfectly safe—and he called on the driver to pro-

ceed. They went on, and in three minutes the horses stood still, where they could neither turn nor go on. The passengers lashed the diligence to a tree by a small rope, and waited for help. Seven men in a boat attempted to reach them, but failed, and were obliged to fasten their boat to a tree, and remain in her all night.

Soon the lady in the coupe cried out that she was drowning, and called upon those on the top to get her out. The conductor and the driver let down a rope, which a priest, also in the coupe, fastened around her body. The attempt to hoist her up capsized the diligence and broke the rope by which it was fastened to the tree. She with the conductor and driver was drowned. Before this, a man had cut one of the horses loose and got upon his back, with a young man behind him, and attempted to reach the shore, but the horse fell, and both the men were thrown into the stream—the younger was drowned—the elder seized the top of a tree, in which he established himself till morning.

Meanwhile the diligence broken from its moorings, began to drift down the stream. The priest, who was in the coupe, now made an attempt to get on the top, and, at the same moment, was seized around the legs by a young man, who was overboard. It was the work of a moment. In the struggle the young man lost his hold, and sank. The carriage had now reached the centre of the roaring and impetuous Loire, and the poor wretches who clung to it gave up the last hope—but just at that moment, and after they had floated eight hundred yards down the current, an eddy drew them out of the main stream, and they soon lodged between two large trees. They spent the night in that horrible position, and were rescued the next day, after losing six of the thirteen who started from Paris upon the coach. In another instance, a diligence was similarly overtaken by the waters, but the driver managed to swim ashore, went a mile after a boat, in which he could get no one to venture with him, and, returning alone, he saved the whole company, as if by a miracle.

(New York Express of Friday afternoon.

Point Isabel, to communicate with the commanding officer at Matamoras.

J. Hogan Brown, Master; Henry Rogers, Acting Master—sent to the U. States with prizes.

L. W. Minor, Surgeon; Washington Sherman, assistant do.

Lewis Warrington, Jr., Purser.

Mark H. Beeches, Professor of Mathematics.

William Lewell, Jr., Chief Engineer. Alphonse Barbor, Passed Midshipman; Edward Barrett, do—sent home in a prize Francis Gregory, do. Thomas S. Filibrown, Midshipman; David A. Cheever, do; Wm. W. Wilkison, do.; Daniel L. Braine, do.

Daniel B. Martin, First Assistant Engineer; Jesse S. Rutherford, 2d do; Daniel Murphy, 2d do; Josh. Hollander, 2d do; M. M. Thompson, 3d do.; James W. King, 3d do.

William Whitehead, Acting Boatswain. John Martin, Gunner.

Joseph Coxe, Carpenter.

Wm. F. Perry, Captain's Clerk.

George Hutchinson, Purser's Clerk.

Ordinance for Tampico.

We were gratified to learn that Gov. Johnson, as soon as he heard that the Mississippi had arrived at the Belize to procure men and munitions of war for the defence of Tampico, professed for the use of the United States six 6-pound and three 9-pound brass pieces, together with 100 rounds of ball for each gun, and 50 rounds of grape shot. These guns are ready to go on board ship—have been accepted and will be immediately despatched to Tampico. This is a commendable act of the Executive of Louisiana. The necessity of erecting fortifications at Tampico with expedition is apparent; and the difference in the time required to bring ordinance from the nearest United States depots, and in shipping such as is ready for use at once, might be fatal to the occupation of that important point.—N. O. Picayune.

(New York Express of Friday afternoon.

Major General Scott.

This able head of our Army is now in this city, at the City Hotel, en route for the South and seat of war. A report is current that he will leave to-day in the Southerner, for Charleston; but this, we are assured, is a mistake.

Of course nothing definite can be known of the orders under which Gen. Scott is to act, but there seems to be little doubt that his destination is Tampico, and that the reinforcements ordered are to act under him there, for the purpose of effecting a junction with Gen. Taylor at San Luis Potosi. The Government, we suspect, have abandoned the idea of an immediate march from Monterey to San Luis Potosi, not only on account of the distance (340 miles) and the great difficulty of obtaining water on the route, but on account of the necessity, if it is attempted, of doubling or tripling the force under Taylor's command. Tampico, therefore, we presume is to be the line of operations, and Gen. Scott, reinforced by regulars from Gen. Taylor's division, and by Gen. Wool, will probably advance, we believe, from that point to San Luis Potosi, and meet Santa Anna. On this route there is an abundance of water from the river Panuco, and its tributaries, and the distance only 150 miles. It is highly proper that Gen. Scott, outranking Gen. Taylor and Gen. Wool, should be put at the head of this expedition, inasmuch as the co-operation of the three distant divisions will be necessary—but it is not understood that he is to supersede Gen. Taylor; though he would outrank him by seniority in the same field of operations. After the junction at San Luis Potosi, and the probable capture of the city of Vera Cruz, it is probable that if peace is not made, a serious effort will be made upon the city of Mexico.

A few days ago, it is stated, the President and War Secretary sent for General Scott to consult with him and receive his plan of operations, under the present exigencies of the war. He detailed them, they were accepted, and he was given a *carte blanche* for their execution, in person, if he chose. The War Department, we have every reason to believe, acknowledges itself under the greatest obligations to General Scott for the efficient services he has rendered, in the conduct of the war—the lines of his march, the apportionment of the troops, the points of attack, and the arrangement for supplies of the several detachments of the army of occupation and invasion. And it is said to be the express wish of General Taylor that Gen. Scott should take the command.

There is the most cordial good feeling between the two officers. We are glad to see, even at this late day, that a plan for a campaign is set forth, which can meet with some approbation from the country.

Persons acquainted with the entire subject, are of opinion that despatching so many troops as were sent by Government to Santa Fe was wholly unnecessary; that it was needless to order Kearney across the mountains and deserts to California; that the expedition to Chihuahua has no object, and can obtain no object of the least value; and finally, that pushing on to Monterey was equally unwise. Their opinion is that one thousand men only should have been sent to Santa Fe; that two thousand should have been left to garrison the Rio Grande; and that the weight of our forces should have been concentrated for a blow at the Mexican capital, either through Tampico or Vera Cruz, and probably by the last.

We append hereto a list of the officers of the Mississippi:

List of Officers attached to the U. S. Steamer Mississippi, S. W. Pass, Nov. 19, 1846.

M. C. PERRY, Commodore.

Henry A. Adams, Commander.

John C. Carter, First Lieutenant; William A. Parker, Second Lieutenant; Henry P. Robinson, Third Lieutenant; E. C. Anderson, Fourth Acting Lieutenant left at

The war, as it has been managed, will take at least double the time—waste double the treasure—and spill vastly more blood than would have been necessary by taking the course which seems most obviously best.

What the particular object of General Scott and his staff is in visiting this city, we are not informed. It is not improbable that preparations and consultations are making for transports, as well as for the proper organization for the volunteers from the North.

THE WAR—MEXICO AND THE UNITED STATES.

The Washington Fountain learns from the "very best authority, that all idea of a peace with the Mexicans upon the present plan of operations has been entirely abandoned by the government—that it has been determined to take at all hazards the Castle of San Juan d'Uloa, and to occupy it and the port of Vera Cruz until our stubborn enemy shall be reduced to submission—that Tampico, Mazatlan, Alvarado, Tabasco, Campeachay, and every other Mexican port at which trade can be carried on, is to be seized and held by our forces—that Gen. Taylor has been entrusted with full power and positive orders to harass and destroy the enemy in every possible way, and so soon as the new reinforcements, which are to be increased immediately to the utmost point allowed by law, shall reach the scenes of operations, to march to the city of Mexico—that no quarter, consistent with the rules of civilized warfare, is to be given thereafter to the enemy until he surrenders for peace, and shall make restitution for the entire expenses of the war; and finally Gen. Scott is to be sent to the seat of war, (invested with the largest discretion,) to direct the operations of the Army of Invasion."

In addition, we find the following in the Baltimore American:

"Some important conversations of a semi-official character have recently been held in the Executive Mansion and Executive Departments, growing out of our relations with Mexico. Several interesting communications were made and conclusions arrived at on Saturday evening. Most of those present were officers of the Navy, but among those who were not was Gen. Scott. The joint advice wisely given and well received, I believe, was that there should be all possible vigor imparted both to the operations of the Army and Navy, and as far as possible, that the one should aid and sustain the other. The failures of the two attacks upon Alvarado, and the consequences of these reverses, have put more public spirit into the counsels of the Government than the combined victories by the land forces from May to September. The most important determination aimed at is to send more vessels and vessels of more power to the Gulf.—A ship of the line will be on the ground as early as practicable."

THE CHOLERA.—A London letter, published in the N. Y. Journal of Commerce, says—

I told you a few weeks back, on the authority of the celebrated Dr. Ryan, that the Asiatic Cholera was silently, slowly, but surely approaching Europe. The accounts which you received by the last steamer, showed this sinuous and fatal progress from Seinde, in British India, into Persia, where it struck down prince and peasant, the latter in vast numbers.—It is now hovering over the frontiers of Russia and Turkey; making frightful ravages, and steadily moving onwards, defying check or control. The British government are going to send a medical commission into Turkey and Russia, to examine the cases and report upon the pestilence, to the Privy Council, which is now the organized board of health for the whole country. Should the scourge arrive in Europe, it will prove an awful visitation, particularly when forming a junction with the northern bands will probably soon be found acting in concert with these treacherous tribes.

The Baltimore Flour Market suffered another decline on Wednesday. There were large operations at \$1.75, a decline of 25 cents per barrel. Wheat has also declined, and is dull at 90 a 98 cts. Corn has also declined to 50 cents for new white and yellow.

A story is current in the city to this effect: A Lawyer—at least he called himself—recently rented a house in this city, and had it furnished on credit from top to bottom. He had not been in it more than three days, when he caused the furniture and fixings to be taken to an auction store, where he obtained an advance on them and then sloped.—Pitts. Gaz.

Trade to New York.

The New York Express, in its review of business affairs for the last week, says:

"It is estimated that there are over three hundred thousand bushels of grain and one hundred thousand barrels of flour, besides cotton and various other merchandise purchased and in store, waiting for vessels. This is an unexampled state of things, causing great embarrassments and a decided injury to holders. At this particular season, just previous to the closing of navigation, a vast amount of property is arriving, a portion of which is forced into market at a moment when exporters cannot take it. The loss in the decline of prices must fall heavily on the owners of produce. The injury to the proprietor is not wholly lost to the country, the ship owner as well as the proprietors of all the internal transportation companies, and coasting craft, are realizing a rich reward for their labors. The mercantile community are in a very healthy state.—Money is easy, and no failures have taken place.

A French Consul Imprisoned.

The Mexican advises received per the "Midas," at New Orleans, state that Monsieur Gasquet, French Consul at Monterey, California, had been imprisoned by the U. S. authorities at that port, because he had protested against the occupation of California by the United States. The imprisonment is said to have taken place on the 29th of September, and that an English vessel immediately sailed to the Marquesas Islands, to inform the French admiral on that station of the occurrence.

CALEB HAINES.—There died on the 11th inst. in East Nottingham township, Chester county, an aged citizen, Caleb Haines, father of Townsend Haines; Esq. at the age of 92 years, and 5 months. The deceased was one of the oldest inhabitants of the county, and within his recollection a large portion of the county of Chester was a howling wilderness. He belonged to a family of long lives—he has two surviving brothers, one Jesse, aged 90—the other Elisha, age 88. His brother Isaac died in his 85th year—his sister Ellen in her 90th year.

INDIAN WAR.

The intelligence recently received from different sections of the frontier, says the Houston (Texas) Telegraph, indicates but too plainly that another Indian war is about to be kindled with several of the prairie tribes. The Wichitas have commenced hostilities in Fannin county, on the extreme northern frontier, and the Waes and Foxies have also showed symptoms of hostility. The Towacanies and the northern bands will probably soon be found acting in concert with these treacherous tribes.

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Rail Road Iron.

The South Trenton Iron Works have contracted to make nine thousand tons, the Trenton Gazette says, for the New York and Michigan roads, in the year commencing the 1st of December next, and will probably have a surplus of two hundred tons a month for sale. This will make an aggregate of eleven thousand four hundred tons.

The St. Helena, which left yesterday for New Orleans, took seven or eight twelve pound field pieces, one of the Iron barges by Messrs. Kamp & Totten, and various other articles of material of war, for the army.—Pitts. Gaz.

The Randolph Slaves, some 400 in number, who were prevented by the mob from settling upon their own lands in Ohio, have been better accommodated by the people of the adjoining county—where they have been distributed among families who are teaching them to read, and training them to habits of industry and frugality.

LAND SUNK.—The Auburn (N. Y.) Advertiser, learns from a note from a respectable citizen of Ledyard, that four or five acres of land on the farm of Mr. Henry Chase, Jr., on the east bank of Cayuga Lake, and near the line of Ledyard and Genoa, sunk a few days since and has since disappeared.

The steamer *Albatross* arrived at New Orleans on the 21st ultimo with one hundred and ten recruits from Newport Barracks (Ky.) for the 3d infantry, under command of Capt. W. H. Gordon and Lieut. J. N. Ward. They will forthwith proceed to their destination, Tampa.

The New York Tribune learns from Washington that Senator Benton has given in his adhesion to the administration; the condition of the new bargain being that his son-in-law, Lieut. Colonel Fremont, shall be appointed Governor of California. No loss.

Somerset Lyceum.

Will meet at the Lyceum room on Friday evening next, at 6 o'clock.

QUESTION FOR DISCUSSION